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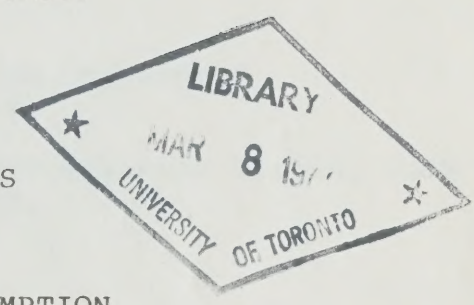
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Publications

REPORT
OF THE
MUNICIPAL WORKING GROUP

RECOMMENDATIONS
FOR THE
DESIGNATION AND EXEMPTION
OF MUNICIPAL PROJECTS
UNDER
THE ENVIRONMENTAL ASSESSMENT ACT



DECEMBER 1976



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REPORT OF MUNICIPAL WORKING GROUP
RECOMMENDATIONS FOR
DESIGNATION AND EXEMPTION OF MUNICIPAL PROJECTS
UNDER THE ENVIRONMENTAL ASSESSMENT ACT

INTRODUCTION

This Report contains the recommendations of the Municipal Working Group, which was established in December 1975, in order to discuss the types of municipal projects which would require an environmental assessment under The Environmental Assessment Act. The Group was composed of representatives of the Municipal Engineer's Association, the Municipal Liaison Committee, and staff from the Ministry of the Environment.

The Report first clarifies the approach taken by the Working Group in determining which projects should be designated or exempted under the Act and then lists the types of municipal projects which were identified as requiring an environmental assessment. The following section notes some of the concerns raised by the Working Group regarding the implementation of The Environmental Assessment Act by municipalities. The final sections contain a discussion of the extent of application of the recommendations to municipalities and the Working Group's recommendation for circulation of the Report and submission of comments.

It should be noted that this Report is not intended to be legally precise; it was written with the intention of explaining the recommendations of the Municipal Working Group so that comments and suggestions from other municipal representatives could be incorporated into the final legislation.

BACKGROUND

Identification of Projects

In making recommendations about which municipal projects will require an environmental assessment under The Environmental Assessment Act, the Municipal Working Group focused only on those projects which have significant and complex environmental effects. The approach was to identify broad categories of projects to which environmental assessment could be applied; for example, transit systems, waste management systems. Within the broad categories, the Working Group isolated specific types of projects requiring an environmental assessment based on consideration of the potential impact of the technology to be used, the magnitude of the project or, where possible, evaluation of the sensitivity of the environment that would be affected. As an indication of the criteria used in discussions of the types of municipal projects which might require an environmental assessment, a list of "Screening Criteria" has been included in Appendix I.

In carrying out its work, the committee drew upon the experience and expertise of other Provincial Ministries, both in terms of which Provincial projects fall under The Environmental Assessment Act and with reference to their past experiences in doing environmental studies. However, the localized nature of municipal projects dictated that the standards used for determining potential significant impact of provincial undertakings could

not always be applied to all municipalities. Factors such as geography, population, size of the project play important roles. It was recognized, therefore, that in determining which municipal projects should fall under The Environmental Assessment Act, the committee could not prepare a list which would be all-inclusive. A relatively small scale project type which has never had negative effects may be excluded, although in the future, it may become significant. Conversely, project-types which will have a significant impact in a particular area but not in others may have to be designated.

The problem was resolved by referring to Section 30 of The Environmental Assessment Act, which allows the Minister of the Environment to exempt certain undertakings where he is of the opinion that "it is in the public interest" to do so. Section 30 states:

"Where the Minister is of the opinion that it is in the public interest, having regard to the purpose of this Act and weighing the same against the injury, damage or interference that might be caused to any person or property by the application of this Act to any undertaking, the Minister, with the approval of the Lieutenant Governor in Council or of such Ministers of the Crown as the Lieutenant Governor in Council may designate, may by order,

- (a) exempt the undertaking or the proponent of the undertaking from the application of this Act or the regulations or any matter or matters provided for in this Act or the regulations subject to such terms and conditions as the Minister may impose;
- (b) suspend or revoke an exemption referred to in clause a;
- (c) alter or revoke any term or condition of an exemption referred to in clause a.

It was decided also that where a project of a type generally exempt from the Act appears, because of special circumstances, to have a potentially significant environmental impact, it would be brought under The Environmental Assessment Act by an individual designation. This could occur either as a result of public demand for an environmental assessment or a decision by a municipality that the environmental assessment would facilitate the planning process.

Section 41(f) of The Environmental Assessment Act provides for this designation:

41."The Lieutenant Governor in Council may make regulations,

- (f) exempting any person, class of persons, undertaking or class of undertakings from the provisions of this Act, the regulations or any section or part of a section thereof and designating any enterprise or activity

or class of enterprises or activities
or any proposal, plan or program or any class
of proposals, plans or programs in respect of
any of them by or on behalf of Her Majesty in
right of Ontario, by a public body or public
bodies or by a municipality or municipi-
palities as an undertaking or class of
undertakings to which this Act applies
notwithstanding any exemption under this
clause;

Phasing-In Provisions

The Working Group recognized that within the categories of
projects identified as requiring an environmental assessment,
specific projects would have to be excluded because of the
advanced status of their development. It therefore recommended
that the following criteria be used to determine when specific
activities should not be subject to the Act:

If by the effective date of the E.A. regulations:

- 1) the municipality has authorized by Council resolution or
by-law, the preparation of detailed construction plans and
specifications for the project; or
- 2) land has been secured to implement an undertaking authorized
by Council resolution or by-law; or

3) a plan of expropriation has been filed to provide land required for the specific project;

and contracts are awarded for construction of the undertaking or construction is commenced within three years of the effective date of The Environmental Assessment Act Regulations.

It should be noted that this is intended to be a general rule. There may be situations in which certain projects, because of extenuating circumstances will have to be designated under The Environmental Assessment Act or, where exemptions may be given even if the above criteria are not met.

Class Environmental Assessments

A concern of the Working Group was the difficulty of requiring an environmental assessment for relatively small, frequently recurring projects, which are similar in nature. With regard to these types of projects, many Provincial Ministries have decided to carry out class environmental assessments. That is, where a common set of procedures for planning, construction and implementation can be identified for a project type, an environmental assessment document for that project type will be prepared under the Act and submitted to the Minister of the Environment for review. The Ministry of Transportation & Communications, for example, is preparing class environmental assessments for "highway widening" and "freeway upgrading". A hearing concerning the class environmental assessment will be held by the Environmental Assessment Board, which will then determine if the document is to be accepted and if approval to

proceed is to be given. Approval would be subject to specified conditions, which would legally be required to be followed in carrying out projects of the approved type.

A similar approach was considered for certain municipal undertakings. It was recognized, however, that it would have been difficult and redundant for each municipality to undertake class environmental assessments. Therefore, it was recommended, that where possible, the conditions and criteria developed and approved in certain class environmental assessments prepared by Provincial Ministries, would be applied to specified municipal projects, for example, new water crossings or freeway upgradings. In the following list of projects, the provision for a class environmental assessment is stated where it is relevant.

RECOMMENDATIONS FOR
DESIGNATION AND EXEMPTION OF MUNICIPAL PROJECTS
UNDER THE ENVIRONMENTAL ASSESSMENT ACT

The Working Group recommends that the following undertakings be
subject to The Environmental Assessment Act:

Bridges and Causeways

1) New or modified water crossings

Note: The designation or exemption of the above projects will be determined by the conditions and criteria resulting from the approval of the class environmental assessments prepared by the Ministry of Transportation & Communications. These class assessments will elaborate on the interpretation of "modified".

Channelization and Flood Control

Following is a list of the projects which have been recommended for designation under The Environmental Assessment Act by the Conservation Authorities - MOE Working Group. In most cases, the Conservation Authorities will be responsible for these types of undertakings. However, where they are applicable to municipalities, the Municipal Working Group recommends that an environmental assessment be carried out by the municipality or that the conditions resulting from approval of the class

environmental assessments prepared by the Conservation Authorities be applied to the corresponding municipal undertakings.

- 1) Dam reconstruction involving a change in use.
- 2) New dams and reservoirs.
- 3) Dykes, levees and pump land projects.
- 4) Bank stabilization.
- 5) Channel improvements.
- 6) Watercourse diversions, i.e. from one watershed to another.
- 7) Lake shoreline alterations.
- 8) Wetland, habitat, fish and wildlife manipulation.
- 9) Site manipulation of Authority-owned lands for recreation.

Communications Towers

- 1) Microwave towers and supports including power supplies.
- 2) Remote microwave facilities.
- 3) Antennae.

for electric or electro-magnetic communications.

Note: The designation or exemption of communications towers in municipalities will be determined by the conditions and criteria resulting from the approval of the class environmental assessments being prepared for the above projects by the Ministry of Transportation & Communications and Ontario Hydro.

Electrical Utilities

It was proposed that the designations and exemptions of Ontario Hydro under The Environmental Assessment Act be adopted for municipal electrical utilities projects.

It was noted that the effect of this designation is limited because it is unlikely that many municipalities will be involved with facilities operating at 230kV or higher, which is the cut-off point for the majority of the hydro projects requiring an

individual environmental assessment.

Note: See Appendix II for a listing of the kinds of Ontario Hydro undertakings that will be subject to The Environmental Assessment Act.

Drainage Projects

The Working Group proposed that the designation and exemption of undertakings relating to agricultural drainage be postponed until discussions currently underway with the Ministry of Agriculture & Food, concerning the application of The Environmental Assessment Act to drainage works are completed.

It was recommended also, that the designation or exemption of undertakings related to urban drainage be postponed until research currently underway by Environment Canada and the Ontario Ministry of the Environment concerning municipal storm drainage schemes, is completed.

The MOE - MEA Liaison Committee will provide a mechanism for discussion of the above.

Parks

- 1) The development of open space or parks which have regional significance. These would require an environmental assessment only if they are designated on an individual basis

in the future.

Roads

- 1) All new routes excluding:
 - a) new routes approved as part of the subdivision control process under The Planning Act;
 - b) minor routes and connecting links of less than one kilometre;
 - c) roads servicing municipally-owned industrial, commercial and residential areas or providing internal circulation in municipal recreation areas or parks unless part of the undertaking is subject to the Act.
- 2) Major Realignments.
- 3) By-Passes

The committee attempted to identify specific undertakings within the "roads" category which could be exempt. Certain projects which are covered by other approval processes were excluded but a general rule could not be found to cover exclusions of relatively "minor" roads. It was concluded that it would be unlikely that a new route would have no impact on the social or physical environment but in cases where the potential impact appeared to be "insignificant",

the exemption provisions of Section 30 of The Environmental Assessment Act could be applied.

Note: Class environmental assessments are being prepared by the Ministry of Transportation & Communications, which will be available to municipalities. Appendix III contains a listing of the types of MTC projects for which a class environmental assessment is being carried out.

Sewers, Waterworks & Associated Facilities

1. All new water and sewage plants including lagoons and storage, collection, transmission or distribution works associated with these new plants.
2. Plant expansions requiring new property.

Number 2 would apply except where a Certificate of Approval has been issued under The Ontario Water Resources Act and The Environmental Protection Act for an ultimate capacity to be implemented in phases prior to the date when the regulations come into effect for municipalities.

Note: Class environmental assessments are being prepared by the Ministry of the Environment for a number of project categories (see Appendix IV) including "expansions to existing water works and sewage works". When these class E.A.'s have been completed, the conditions and criteria resulting from the approval of the

class may be applied to municipal projects and the above recommended designations modified if necessary.

Transit Systems

- 1) New light rail transit systems;
- 2) New heavy rail transit systems;
- 3) New bus services on exclusive right-of-ways. This does not include reserved bus lanes on existing public roads.
- 4) New stations, terminals, marshalling yards and storage or maintenance facilities for light rail transit and heavy rail transit systems, if not approved as part of a total system.

Note: General definitions for many of the above facilities are contained in Appendix V.

Waste Management Systems

- 1) Any site used for the disposal, collection, treatment, conditioning, recovery or destruction of wastes in amounts as specified in Section 33a(1), The Environmental Protection Act provided that, except in the case of disposal, such sites are to contain permanent structures and/or facilities.

Section 33a(1) of The Environmental Protection Act states:

"(1) Where the Director receives an application for a certificate of approval for the use, operation, establishment, alteration, enlargement or extension of a waste disposal

site for the disposal of hauled liquid industrial waste or hazardous waste as designated in the regulations or any other waste that the Director ascertains, having regard to the nature and quantity of the waste, is the equivalent of the domestic waste of not less than 1,500 persons, the Director shall, before issuing or refusing to issue the certificate of approval, hold a public hearing.

It should be emphasized that Section 33(1) of The Environmental Protection Act specifies the conditions under which a public hearing is required for the "use, operation, establishment, alteration, enlargement or extension" of a waste disposal site. By utilizing these criteria in determining which municipal projects should require an environmental assessment under the Act, it will be ensured that an environmental assessment will be prepared and therefore, public criticism or confrontation at a public hearing will be handled by a systematic procedure.

Waterfront Plans

- 1) Waterfront plans, and projects not approved as part of such plans, where "waterfront" refers to the land-water interface of lakes and rivers.

In considering this category of projects the committee discussed the need for a comprehensive approach to waterfront planning. It recognized that the existing approvals for activities associated with waterfronts deal with specific aspects such as waterlot occupation; they do not provide the mechanism for addressing the question of "should the project be built there at all?" In addition, the Working Group considered the potential adverse environmental effects that many projects could have, although often they are designed for protective purposes. These effects include, for example, increased erosion to non-protected areas, increased use of beaches, growth of algae. Impact of other projects such as landfilling operations, new marinas and harbour facilities was also considered.

IMPLEMENTATION OF THE ACT FOR MUNICIPALITIES

In addition to developing recommendations for the types of projects which would require an environmental assessment under The Environmental Assessment Act, the Municipal Working Group discussed some of the concerns which municipalities may have in implementing the Act and, where possible, made recommendations which would facilitate the application of The Environmental Assessment Act to municipal undertakings. These have been summarized below:

Content of the Environmental Assessment Document

The Working Group recommended that guidelines describing the content of the Environmental Assessment document be made available to municipalities.

The Environmental Assessment Act defines the required content of the document to be submitted to the Ministry of the Environment. General guidelines expanding upon the requirements of the Act will be available from the Ministry and, in certain cases, specific guidelines or a study design will be negotiated with a proponent.

It should be pointed out that the contents of an Environmental Assessment document, as required by the Act, are structured to show how the proponent has taken environmental factors into account in deciding upon the project alternative for which approval under the Act is sought. The document reflects, and comes after, this environmental planning process.

Need for Additional Staff

The committee identified a concern among municipalities that environmental assessment will require an addition to municipal staff or consulting services. The concern was difficult to evaluate before the Act is implemented for municipalities because of the wide variation in staff capabilities and budgets.

Many of the people possessing skills required for the preparation of environmental assessments are already represented on the staff of those municipalities which will be carrying out a large number of major capital projects. It was noted also that consultants, now often used for preliminary engineering work, could include an environmental component in the planning and design process as an integral part of their work; this has been the case with much of the provincial and voluntary private activity to date.

Time Requirements

The municipal members of the Working Group expressed concern that environmental assessment would create an environment for even further delay between the adoption of a policy by a municipal council and translation into the supply of a needed municipal undertaking or service.

The committee agreed that it is difficult at present to predict the time requirements for completing an environmental assessment. The specific conditions surrounding each issue will determine the amount of time required for the completion of the environmental assessment process. It was noted, however, that environmental assessment should not be viewed as a process to be added on to the existing planning process. Rather, it is a framework for carrying out the planning, design and construction of any

project. It is expected that the investment of time will come at the start of project planning where flexibility is greatest and time the least expensive.

Costs

A major concern of municipalities discussed by the Working Group has been that environmental assessment will increase costs.

Experience in the United States, and in Ontario with voluntary environmental studies carried out to date, indicates that environmental costs are likely to be less than 1% of total project costs, that is, of the studies plus capital costs. It should be noted, however, that the cost of time involved in the formal hearing process, if any, is not included in these calculations; further investigation will be required as the Act is implemented at the municipal level.

Land Acquisition

The question of land acquisition was raised by the Municipal Working Group. The main problem defined was that the municipality may be prohibited from acquiring land for an undertaking subject to the Act before an environmental assessment is carried out and approvals obtained under the Act. This would be done to allow the proponent to examine alternatives, which

would include site alternatives, in the environmental assessment. However, making the site alternatives public knowledge may mean that the cost of the final approved site could become prohibitive or that the land may not be available at the time the site is approved. Also, a situation could arise in which the municipality will have to expropriate the land.

Three possible solutions to this problem have been identified by the Ministry of the Environment:

1. exclude alternative site from the environmental assessment,
2. require the proponent to include site alternatives in the assessment while providing for confidentiality,
3. require the inclusion of site alternatives in the environmental assessment and deal with the problem without the imposition of confidentiality.

The Municipal Working Group recommended that these three approaches be considered for specific situations. However, it recognized that each solution has its advantages and disadvantages and must be considered in the context of the circumstances surrounding the specific project in question.

A potential problem regarding land access was also identified. The committee recognized that it may be necessary to gain access

to alternative sites in order to obtain basic background information. This problem will require further investigation. A possible approach would be to exempt a municipality from the prohibition against acquiring or obtaining an interest in land so that the necessary investigation may be carried out.

An associated problem was noted. This concerned the requirement that Metro Toronto must obtain approval from the council in the municipality in which it is intending to initiate a waste disposal project prior to acquiring land for the project. It was decided that this issue will also require further discussion.

Duplication of Hearings

Another concern which was discussed by the Municipal Working Group was that the Environmental Assessment Board hearings under the Act will unnecessarily duplicate the approval functions of the Ontario Municipal Board.

Preliminary investigations by the Provincial Ministry of the Attorney-General appear to have concluded that there is no means of combining the hearings prescribed under the different Acts.

The Working Group concluded, however, that a solution to the problem has not been adequately defined. It therefore recommended that the Government of Ontario renew its investigation of alternative solutions including the possibility of combining, or minimizing overlap between, hearings held by

bodies such as the Environmental Assessment Board, the Ontario Municipal Board and Expropriation Hearing Officers.

One possible approach to the duplication problem would be to develop an arrangement similar to Section 35 of The Environmental Assessment Act which allows the Minister of the Environment to decide which hearing provisions should apply in a case in which an undertaking comes under the hearing provisions of The Environmental Assessment Act and The Environmental Protection Act or The Ontario Water Resources Act.

Another solution to this concern may be found in administrative streamlining. For example, the Ontario Municipal Board could arrange its timetable on a sanitary landfill rezoning so that a recommendation of the Environmental Assessment Board and a decision of the Ministry of the Environment on a Certificate of Approval under The Environmental Protection Act has been made first. The Ontario Municipal Board then would not require a rehearing of those technical matters covered by the Environmental Assessment Board in its hearings.

Environmental Assessment and Municipal Planning

An important issue discussed by the Municipal Working Group related to a potential conflict between the environmental assessment process and the Official Plan process.

It was recognized that municipalities are being brought under the Act to ensure that major municipal projects will be planned and implemented in a manner which is consistent with provincial environmental policy; it was not intended to usurp municipal responsibility in the planning of projects which are of local concern. However, the Committee agreed that further discussion of the role of the Environmental Assessment process with regard to municipal planning is required.

The forthcoming report of the Planning Act Review Committee will perhaps aid in the clarification of the question of the inter-relation between The Planning Act and The Environmental Assessment Act. There was, however, strong pressure from the Municipal members of the Working Group for the initiation of discussions with representatives of the Ministry of Housing which would focus on the possible conflicts or duplication resulting from the administration of The Planning Act and The Environmental Assessment Act.

APPLICATION OF THE ENVIRONMENTAL ASSESSMENT ACT TO MUNICIPALITIES

The extent of the application of the above recommendations to municipalities is a matter which requires input from municipal organizations. Rather than making a firm recommendation, the Working Group suggests that the following be considered for discussion:

That the recommendations of the Municipal Working Group be applied to:

- Cities
- Counties
- Restructured County Municipalities
- Regional municipalities
- Metropolitan Toronto
- Boroughs of Metro Toronto

In putting forward the above suggestions for discussion, the committee identified a number of questions or concerns that might be used as criteria in establishing the most effective course of action for implementing the Act for the Municipal sector. Among these are the staff or consulting costs to municipalities, the number of projects likely to be initiated on a province-wide basis that would have to be reviewed by the Ministry of the Environment and heard by the Environmental Assessment Board and the need to maintain a consistent approach to the handling of specific types of undertakings by the province and municipalities,

for example, the establishment of a major freeway.

In conclusion, in discussing the extent of application of The Environmental Assessment Act to municipalities, the Working Group recommended that the Ministry of the Environment use the mechanisms of the established municipal organizations to solicit comments before reaching a final decision.

CIRCULATION OF THE REPORT

The Municipal Working Group recommends that:

- this report be sent to members of the Municipal Liaison Committee, the Municipal Engineer's Association and to all municipalities and other interested bodies or individuals.
- any comments or suggestions for changes be submitted to the Ministry of the Environment by April 30, 1977.

APPENDIX I

Screening Criteria

The following is an indication of the criteria used in discussions of the types of municipal projects which could require an environmental assessment under The Environmental Assessment Act.

Might the proposed undertaking:

1. Conflict with the environmental goals, objectives, plans, standards, criteria or guidelines adopted by the Province or the community where the project is to be located?
2. Have an effect on any unique, rare or endangered species, habitat or physical feature of the environment?
3. Have effects on an area of ten acres or greater?
4. Have effects on adjacent persons or property or persons or property not associated with the undertaking?
5. Necessitate the irreversible commitment of any significant amount of non-renewable resources?
6. Pre-empt the use, or potential use, of a significant natural resource for any other purpose?
7. Result in a substantial detrimental effect on air or water quality, or on ambient noise levels for adjoining areas?

8. Cause substantial interference with the movement of any resident or migratory fish or wild life species?
9. Establish a precedent or involve a new technology, either of which is likely to have significant environmental effects now or in the future?
10. Be a pre-condition to the implementation of another undertaking?
11. Generate secondary effects (e.g. land development, population growth) likely to significantly affect the environment?
12. Block views or adversely affect the aesthetic image of the surrounding area?
13. Substantially change the social structure or demographic characteristics of the surrounding neighbourhood or community?
14. Adversely affect human health?
15. Overtax existing community services or facilities (e.g. transportation, water supply, sanitary and storm sewers, solid waste disposal systems, schools, parks, health care facilities)?
16. Be highly controversial?

APPENDIX II

Ontario Hydro - Examples of Projects Requiring an Environmental Assessment

The following are examples of some of the undertakings of Ontario Hydro which would require an environmental assessment under The Environmental Assessment Act. This should not be interpreted as an all-inclusive list; it must be read along with the exemption orders and regulations in order to have a complete picture of the undertakings which fall under the Act and the undertakings for which class environmental assessment will be carried out.

However, it will provide an indication of the kinds of projects which would fall under "electrical utilities" if municipalities became involved in undertakings of this magnitude.

1. Transmission lines of 115kV or more and over 2Km in route length.
2. Transmission line taps of 115kV or more and longer than 2Km.
3. New transformer, distribution and switching stations capable of operation at 115kV or more.
4. Upgradings, rehabilitation or expansion of existing transformer stations or switching stations to more than 230kV.
5. Rehabilitation or expansion of transformer stations or switching stations involving extension to the site.

6. New generating stations and new heavy water plants, excluding those which are specifically exempted.
7. Site acquisition for new generating stations or heavy water plants.
8. Combustion, turbine and diesel generators at new sites.
9. Steam or hot water distribution systems for district heating.
10. Diversion of watersheds.
11. Communications towers.
12. Change of existing right-of-way and replacement of poles and towers except for emergencies.

APPENDIX III

Ministry of Transportation & Communications - Examples of Projects Requiring an Environmental Assessment

The following are examples of projects for which the Ministry of Transportation & Communications could expect to do class environmental assessments. As noted in the list of municipal projects which could require an environmental assessment, it was recommended that these class environmental assessments be made available to municipalities and that the conditions and criteria approved in these documents be applied to the corresponding municipal projects.

- 1) Widening of existing highways by adding additional lane for through traffic.
- 2) Freeway upgrading.
- 3) New interchanges.
- 4) Adjustments to alignments, grades or cross-sections.
- 5) Control yards.
- 6) Vehicle inspection stations.
- 7) Rest areas.
- 8) Service centres.
- 9) New or modified water crossings.

APPENDIX IV

Ministry of the Environment - Examples of Projects Requiring an Environmental Assessment

The Ministry of the Environment is preparing class environmental assessments for:

- a) expansions to existing water works and sewage works;
- b) process changes.

These could include the following types of projects:

- Extensions to sewage collection and transmission works and water distribution works;
- sewage treatment plant outfalls and water treatment plant intakes;
- storage facilities - water towers, reservoirs, stand pipes.

APPENDIX V

Definitions - Transit Systems

The following definitions were developed by consulting a number of different sources. They are intended to clarify the terms used in the above section concerning transit systems and may require more precise definitions for other uses.

Light Rail Transit

The Metro Toronto Planning Department describes light rail transit as being the application of a model streetcar used in a train formation in an exclusive right-of-way. The LRT system is considered intermediate transit, that is, it operates at a peak hour capacity of 20,000 people per peak hour per direction.

An alternative definition describes LRT as being a "dual rail electric traction service". It assumes that LRT service must fall into (at least in part) a majority of the following categories:

- a) Lightweight construction of rolling stock, approximately 750 to 950 pounds per foot length.
- b) Low level (at grade) passenger loading.
- c) Street running (with or without automobile segregation.)
- d) Overhead current collection (trolley).
- e) One man, single car, operation.
- f) Reserved way operation.

- g) Train operation in rush hours of not more than 3 vehicles.

Heavy Rail Transit

HRT is described as the system which must fall into a majority of the following categories:

- a) Exclusive guideway grade separated from other traffic (can be at, above, or below grade);
- b) Level platform passenger boarding in the stations;
- c) Train operation;
- d) Large vehicles usually greater than 45 feet in length and 8 to 10 feet wide;
- e) Heavy vehicles weight range of 750 to 1200 pounds per foot length.
- f) Intra-urban service only (does not include inter-city trains). This category would include subways and monorails.

Bus Transit

This includes vehicles of a size to accomodate 12 to 60 seated passengers, plus standees, which operate on a fixed pattern to meet in time or route or both. This classification includes normal city bus services and express bus service.